

## Shipping

**Shipping.**

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**Steamers.**

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**NOTICE.**

COMPAGNIE DES MESSAGERIES  
MARITIMES.

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PAQUEBOT POSTE FRANÇAIS.

The Co.'s Steamship  
Tancic, Commandant PAUL,  
will be despatched for  
KOBE and YOKOHAMA shortly after the  
arrival of the Mail Steamer from Europe.

G. DE CHAMPEAUX,  
Agent.

Hongkong, May 17, 1887. 934

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**NOTICE.**

COMPAGNIE DES MESSAGERIES  
MARITIMES.

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PAQUEBOT POSTE FRANÇAIS.

The Co.'s Steamship  
Grecia.

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SHANGHAI shortly after her arrival from Europe.

G. DE CHAMPEAUX,  
Agent.

Hongkong, May 17, 1887. 935

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**Insurances.**

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NORTH BRITISH & MERCANTILE  
INSURANCE COMPANY.

THE Undersigned, AGENTS of the above  
Company, are authorized to Insure  
against FIRE at Current Rates.

GILMAN & Co.  
Hongkong, January 1, 1882. 14

**NOTICE.**

QUEEN FIRE INSURANCE COM-  
PANY.  
The Undersigned are prepared to accept  
Risks on First Class Godowns at 1  
per cent. net premium per annum.  
NORTON & Co., Agents.  
Hongkong, May 19, 1881: 938  
N O T I C E.

**THE COMMERCIAL UNION ASSURANCE COMPANY, LIMITED**, will accept Risks at Local Rates.  
**THE BORNEO COMPANY, LTD.,**  
*Agents.*

Hongkong, May 19, 1837. 956

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**THE LONDON ASSURANCE.**

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INCORPORATED BY ROYAL CHARTER OF  
*His Majesty King George The First,*  
A. D. 1720.

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**T**HE Undersigned having been appointed  
Agents for the above Corporation are  
prepared to grant Insurances as follows:—

**Marine Department.**  
Policies at current rates, payable either  
here, in London, or at the principal Ports  
of India, China and Australia.

**Fire Department.**  
Policies issued for long or short periods at  
current rates.

**Life Department.**  
Policies issued for sums not exceeding  
£5,000 at reduced rates.

**HOLLIDAY, WISE & Co.**  
Hongkong, July 25, 1872. 496

**LANCASHIRE INSURANCE**  
CO. LIMITED

**COMPANY.**  
**(FIRE AND LIFE.)**

**CAPITAL.—TWO MILLIONS STERLING.**

**T**HE Undersigned are prepared to grant  
POLICIES against the Risk of FIRE on  
Buildings or on Goods stored therein, on  
Goods on board Vessels and on Hulls of  
Vessels in Harbour, at the usual Terms  
and Conditions.

Proposals for Life Assurances will be  
received, and transmitted to the Directors  
for their decision.

If required, protection will be granted on  
first class Lives up to £1000 on a Single  
Life.

For Rates of Premiums, forms of proposals or any other information, apply to  
**ARNHOLD, KARBURG & Co.,**  
*Agents, Hongkong & Canton.*  
 Hongkong, January 4, 1867. 100

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**LUBECK FIRE INSURANCE COMPANY.**

**T**HE Undersigned having been appointed  
 GENERAL AGENTS for the above Com-

Company are prepared to accept RISKS against  
FIRE at Current Rates.

SCHLEE & Co.  
Hongkong, May 20, 1887. 661

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**For Sale.**

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**FOR SALE.**

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**W. L. MUMM & Co.'s**

CHAMPAGNE,  
Quarts.....\$20 per Case of 1 doz.  
Pints.....\$21 " " " 2 "  
Dunlos Frères & de Gernon & Co.'s  
BORDEAUX CLARETS AND  
WHITE WINES.  
Barrier's Celebrated 'Barley Bree'  
WHISKY, - \$74 per Case of 1 doz.  
GIBB, LIVINGSTON & Co.  
Hongkong, July 13, 1884. 1187

**NOW READY.**

**THE COMMERCIAL LAW AFFECT-  
ING CHINESE**; with special refer-  
ence to **PARTNERSHIP REGISTRATION AND  
BANKRUPTCY LAWS IN HONGKONG.**

Copies may be had at the *China Mail*  
Office, and at *Messrs. LUNE, CRAWFORD &*







had nothing to do with smuggling, because this was a free port, and that the term smuggling was really a misnomer. As a matter of fact, however, in one sense the term was applicable, because there was revenue derived from opium, and this revenue was frequently taken out of the Colony, and at some of the border places and brought back as prepared opium. The Acting Chief Justice then detailed the several allegations put forward by Sir Robert Hart and his colleagues, and then, having nearly been fully disclosed, and then described his own plan, which has also been made public. In referring to his own scheme, he said he had, before presenting his plan, taken every opportunity of making himself acquainted with the details of the opium trade, and he quoted some figures from the Report of the Superintendent General for 1882 and elsewhere to show that the extent of the legitimate trade in the Colony had been greatly exaggerated. He also referred to the report of the Hongkong Opium Commission of 1883, and said he felt from the disclosures that China had a grievance against the Colony, and that he ought to do what he could to help her, and that he was not at all inclined to believe that she was not in a position to do so. He then stated that it had been the desire of the Opium Farmer ever since 1879 to have this trade in broken chests controlled, as he could not protect himself otherwise, resorting to the smuggling of opium in the form of opium in the form of opium in 1882 and the consequent profitable issue of licences by the Government itself. He also stated that the same principle had been in force in Singapore for the past ten years. This principle he stated was that when Sir John Walsman came out he recommended the Government to get certain blue books on the difficulties connected with the smuggling of opium from the Colony into the mainland. In these blue books, the special commissioners who had been sent from home to inquire into the questions reported that it was absolutely impossible to stop the smuggling of opium unless the export of quantities less than 80 lbs. was strictly forbidden. This determined the Government on confining the export of opium to one chest. Then he said Mr. Brennan, who must say they chiefly made the terms, which were not agreed upon by the Government, but which were agreed upon by the Acting Chief Justice then took the proposals put forward by Mr. Chatter, which are embodied in the Ordinance, and said the fact that it was absolutely established that the vessel's cargo is discharged and the shuffling examined. At any rate, the agents have already telegraphed to Hongkong, and given orders to hold a reception, which is in the hands of the Customs, in readiness for shipment to Shanghai. The M. S. A. S. *Menzel*, which left Hongkong with the mails for Yokohama several hours before the *Andrey*, fell in with the disabled vessel on the morning of Monday, the 18th inst., taking her in tow, and she arrived at Gungah at 6 a.m. yesterday. The *Menzel* towed the *Andrey* as far as Tungsha Lightship, where the latter anchored, whilst the former resumed her voyage to Yokohama. The accident, it is reported, was caused by the *Andrey* taking her berth and leaving her, according to schedule time, on the 4th proximo.

or nine o'clock. The *Andrey* must, therefore, have come promptly to the rescue. The exact cause of the sinking of the *Menzel* cannot be judged from the short telegram received. It is conjectured, however, that the vessel had not only made a hole in the bottom of the vessel, but had broken the bulkhead between the engine room and one of the adjoining watertight compartments. Two of the four compartments of the ship had thus been flooded with water, and it must have proved a very difficult matter to have kept the *Menzel* afloat so long. Doubtless the intention of the *Andrey* in going near the North Saddle was to run the *Menzel* ashore there, as there was no other means of saving the vessel. At the place where she sank, there is a depth of from 12 to 14 fathoms.

The cargo of the ship consisted of pieces of goods and general cargo, part of which is insured. The vessel itself is not insured. The *Andrey* is a large Russian vessel on the screw shaft which is used to turn it when the engine is not going. [We regret that in the heading of the short account of the accident given in our Extra yesterday the name of the *Andrey*, which is now safe in Shanghai, occurred instead of the *Menzel*.]

## THE DISABLING OF THE 'ANDREY.'

The *Shanghai Courier* of the 20th inst. gives the following particulars of the accident to the *Andrey*—

The M. S. A. S. *Andrey* arrived at Wanchow last night in tow of three tugs, and the morning she was towed up to Shanghai, and berthed alongside the Associated Wharves. On making enquiry on board the vessel, we learn that the accident to the machinery of the *Andrey* occurred about 7 p.m. on Sunday last, the 18th inst., when she was about 50 miles to the north of Amoy. On examining the engines it was found that they were intact, and it was then thought that the steamer must have broken her shaft, a conjecture which since has been proved to be correct, though the fact will not be definitely established till the vessel's cargo is discharged and the shafting examined. At any rate, the agents have already telegraphed to Hongkong, and given orders to hold a reception, which is in the hands of the Customs, in readiness for shipment to Shanghai. The M. S. A. S. *Menzel*, which left Hongkong with the mails for Yokohama several hours before the *Andrey*, fell in with the disabled vessel on the morning of Monday, the 18th inst., taking her in tow, and she arrived at Gungah at 6 a.m. yesterday. The *Menzel* towed the *Andrey* as far as Tungsha Lightship, where the latter anchored, whilst the former resumed her voyage to Yokohama. The accident, it is reported, was caused by the *Andrey* taking her berth and leaving her, according to schedule time, on the 4th proximo.

## THE CHINESE REDEMPTION CASE.

APPLICATION FOR A WRIT OF HABEAS CORPUS.

On Saturday afternoon Mr. Denys received information from the Government that they had resolved to land over to the Chinese authorities the two prisoners who had been charged with murder and robbery in the Chinese territory, and whose rendition was claimed by the Chinese authorities. It will be remembered that Mr. Denys sent a petition to the Government asking for the discharge of one of the prisoners, Leung Afa, who had been retained by the Government, and a large number of affidavits certifying that Leung Afa was at Hongkong at the time the crime charged against him was said to have been committed. The Governor in his reply stated that the Magistrate having found Leung Afa's case, he was bound to hand over the prisoner.

Mr. Denys has now taken the matter to the Supreme Court, and to-day he applied to the Chief Justice for a writ of *habeas corpus* to prevent the prisoner from being landed over to the Chinese. In support of his motion Mr. Denys read several affidavits. One was to the effect that he was compelled to appear personally because he had been unable to engage a solicitor, and the other was to the effect that he was compelled to appear personally because he had been unable to engage a solicitor.

Hon. members—I wish to impress upon you that I am not a member of the Government. I have received the approval of the Home Government. I think you all received the clauses as we proposed to amend them, together with a circular letter from the Colonial Secretary on Saturday. I do not think there was a moment lost. I wish to impress upon Hon. members the very great inconvenience of any further delay: you have no conception how I am pained from feeling on this subject. It is said that all this delay, and this expense may be injurious both to our own interests and also to those of China. But this Government has always been exceedingly anxious that full time should be given to ventilate every subject that comes before you. I have no objection to my being hard on you, but I have to most great pressure, but I have no objection to the Council being adjourned till Friday at four o'clock.

## THE LOSS OF THE S.S. 'MENZEL.'

As briefly intimated in our special 'Extra' yesterday the *Menzel* was lost on Saturday morning near North Saddle Island, which lies about 26 miles S. E. of the mouth of the Yang-tze-kiang and about 70 miles from Shanghai. The telegram received by the agent here was to the following effect: 'Menzel lost, Saturday at 10 o'clock in the morning. Towing wheel (one tire) broken, hull split in, foundered 7 miles N. E. of the North Saddle after having been towed for twelve hours by the *Glendish*. Passengers, mails, crew and baggage saved and brought to Wanchow by the *Glendish*, which leaves again for Yokohama with the mails of the *Menzel*. The breakdown must therefore have taken place about 80 miles from the North Saddle, which is about the distance the *Glendish* would have traversed in 12 hours with the *Menzel* in tow. This would give a distance of about 120 miles from Shanghai, and taking into account that the *Menzel* left Shanghai on Thursday afternoon, about four o'clock, it would seem that the steamer was disabled on Friday evening about eight

by having committed murder and burglary within the jurisdiction of the Emperor of China.

Mr. Denys owned that the two statements were a little inconsistent. His Lordship—How can the Magistrate say there was no case and then say there was? I cannot suppose that the Magistrate still held him.

Mr. Denys—With all respect to the Court, I believe that the Magistrate did stuff himself.

His Lordship—He may not have expressed himself so clearly as he might, but this form of expressions does not seem to be held to contain all he thought when he committed the defendant.

Mr. Denys further contended that, according to Ordinance 2 of 1871, the Magistrate was bound to obtain proof of the guilt of the prisoner before handing him over; and in his declaration the Magistrate did not say he had found the man guilty of having committed the crime. In handing the man over to be detained the Magistrate practically said he was obliged to do so.

His Lordship—I cannot assume that the Magistrate did anything of the kind. I must assume that he knows exactly his position.

After some further discussion, His Lordship said he thought Mr. Denys was entitled to the writ of *habeas corpus*, but he was not going to grant it without a passport. He was not going to grant it without a passport.

Mr. Denys said he was willing to get His Excellency's letter. It would be seen from that that the man given for the decision to hand over to the Chinese was not the same as the man who was believed to be bound to deliver over the accused.

His Lordship said it was not necessary to read the letter. He would grant the writ, and would fix Monday, 30th May, as the day for Mr. Denys to take a copy of the affidavit would require to be served on the Crown Solicitor.

Mr. Denys said he would comply with that. All that he sought was to prevent the Government, in the meantime, from handing over the prisoner at any moment.

## SUPREME COURT.

IN CRIMINAL SESSIONS.

(Before His Honor, Mr. Justice Russell, Acting Judge.)

Monday, May 21.

SENTENCING.

The prisoners found guilty at the Criminal Sessions were sentenced to-day.

FORGING PASSENGER TICKETS.

Ng Afa, who was convicted of forging passenger tickets, was sentenced to two years' hard labour. His Lordship said the forgery, like every other one of the class, was concocted by some one who did not care the meaning of the words he was writing. He believed the prisoner was acting on behalf of others. It was a serious offence, and it might have led to the detention of the steamer at Singapore for several days, and the passengers had to be sent to another place, and he was the prisoner's first appearance.

THEATRE.

Mak Ayon, Mong Aing, Chan Ayon, Wong Aing and Fan Awei were next sentenced.

His Lordship said it was fortunate that the prisoners had not used any personal violence towards the occupants of the junk they seized. The sentence of the Court was that the first and the second prisoners were to be imprisoned for five years with hard labour and would receive 25 strokes of the rattan on the back during a first six months. The others would be imprisoned for 3 years with hard labour and also receive 25 strokes.

ROBBERY WITH VIOLENCE.

Lo Afa, who was convicted of assaulting a woman and robbing her of \$3, was sentenced to 3 years' hard labour and to receive 12 strokes of the rattan.

THEFT OF A HAMMER.

Chun Tai Toi, who was convicted of stealing a hammer and against whom two previous convictions had been proved, was sentenced to six months' imprisonment.

His Lordship said the Magistrate might have dealt with the case, but the Magistrate was probably tired of dealing with the prisoner, who had been four times before the Police Court.

ROBBERY AT TAI-PAN-TUK.

Li A-g, who was convicted of assaulting Fung A-g and stealing from him \$100 on the public road near Tai-tam-tuk, was sentenced to 3 years' hard labour with 25 strokes. The prisoner said he did not get any of the money that was stolen. His Lordship said he was not at all surprised to find that the prisoner was not a robber, but a thief.

TOBACCO A BILL.

Chong A-g, who was convicted of forging a bill for lunch hire, was sentenced to six months' imprisonment.

His Lordship severely reprimanded the prisoner, who is a lad of 20 years of age, for having made a fool of a younger boy.

DISCHARGED.

Wong Aok, who was accused of stealing \$3 from a boat, was discharged by proclamation. The Acting Attorney General said he had received information which made it very doubtful if he would obtain a conviction. With regard to another case, in which one Li A-g was charged with wrongfully obtaining \$80 from a woman, the Acting Attorney General said he had received information which led him to believe it was a made-up case. This prisoner will be discharged on Friday.

Chefoo.

(From N. C. D. News correspondent.)

12th May.

It has just been reported here that a party of the 'Pay Yang' fleet has occupied Port Hamilton. Should this be the case, though I do not expect a tale it will prove a moral. It will afford another lesson to the Orientals, and will show how China and Japan mutually understand the clause of the 1858 treaty with Li Hong-chang, that neither of them shall occupy any territory in the other's sphere of influence. It may perhaps be a matter of indifference to China and Japan how they break faith with each other, but there are other powers who cannot witness such changes of dominion without feeling that they are being deceived. The question is, whether the clause of the 1858 treaty is to be held to be a mere formality, or whether it is to be held to be a binding obligation. The question is, whether the clause of the 1858 treaty is to be held to be a mere formality, or whether it is to be held to be a binding obligation.

voters as a substitute for the Port, which has been abandoned without thorough satisfaction on the part of the British public, are evidence of a necessity of carefully watching the proceedings of the Chinese Government in these matters, and of change of the actual situation, carried out with a high hand by China may render it useful that other powers should act similarly, and it would be as well to remember a time-honoured maxim.

QUITTA NON MOVETE.

## LATE TELEGRAMS.

The following telegrams are taken from Rangoon papers:

St. Petersburg, May 3.—The German St. Petersburg Gazette in its issue of today announces that an agreement between the British and Russian Commissioners for the settlement of the Russo-Afghan boundary is improbable. Both are unwilling to be adopted and to-morrow a statement of the Commissioners will be made as to whether or not a break of the negotiation.

A London telegram states that Duple Singh is travelling in Russia with a man named Patrick Casey; he is acting the part of a native servant, and is permitted to travel everywhere without a passport. His presence has been known to the Government of India for some time, but no importance is attached to it.

London, 4th May.—In the House of Commons last night, Mr. Charles E. Lewis, Conservative member for Londonderry city, to the effect that an article which appeared in the London Times charging Mr. John Dillon, an Irish nationalist, with having uttered a falsehood when that gentleman denied in Parliament that he had any connection with the Fenian, Sheridan, was a breach of privilege. The Irish members and Gladstonians demanded the immediate discharge of the member, and Mr. Lewis moved that Mr. Dillon should be ordered to apologise to the House.

London, 4th May.—The House of Commons last night resumed the debate on Mr. Charles E. Lewis's motion relative to the breach of privilege committed by the London Times. In the course of the debate Mr. Smith declared that he did not consider that any breach of privilege was committed by the Times and he proposed that the Attorney General with a counsel selected by the Parnellites members of the House should select a counsel to defend the publication of the alleged defamatory article. Mr. Dillon refused the proposal made by Mr. Smith and demanded that a select committee be appointed to enquire into the matter. Mr. Gladstone supported Mr. Smith's proposal, and the House then adjourned.

London, 4th May.—A masked ball was given last Saturday night at the Hotel Continental, in Paris, by the young men of the aristocratic club in connection with the report of the theatrical world, and others no less fast than are not on the stage. A considerable number of ladies of quality got themselves invited and kept on their masquerade till 3 o'clock in the morning. There was a fine band, and all went to the music of the orchestra, where they were supplied in plenty of ton. The orchestra was an opportunity for presenting costly tokens to the pretty dances and the dances appeared themselves of it to do so. The great object of the evening was to show the world the sort of disposition which flourished under the empire. They will labor in vain while the Nautil divorce law is in force.

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London,



## Mails.

U. S. MAIL LINE.  
PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND THROUGH  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship **CITY OF PEKING** will be despatched for San Francisco, via Yokohama, on TUESDAY, the 24th May, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSENGERS.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (on the same route) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agents of the Company, No. 55a, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, May 5, 1887. 871

## CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS  
TO JAPAN, CANADA, THE  
UNITED STATES, AND EUROPE,  
VIA

THE CANADIAN PACIFIC RAILWAY  
AND OTHER CONNECTING  
RAILWAY LINES & STEAMERS.

THE Steamship **PARTHIA**,  
3,167 Tons Register, C. BUCCHICCI,  
Commander, will be despatched for YOKOHAMA, B.C., via KOBE and YOKOHAMA, on SATURDAY, the 4th June, at 3 p.m.

To be followed by **S.S. BATHYLA**,  
on the 25th June.

These steamers, formerly in the **CUNARD** Service, lately received New Engines and Boilers, and can maintain a speed at sea of from 13 to 14 knots.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco by the regular Steamers of the **PACIFIC COAST STEAMSHIP COMPANY**.

The situation of through passengers is drawn to the fact of the Canadian Pacific Railway being the best built and most splendidly equipped line ever constructed on the American Continent, and specially adapted for Summer travelling.

Consular Invoices for Goods to United States points should be made out in quadruplicate, and addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C., and sent to us.

Freight will be received on board until 4 p.m. on the 3rd June.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL &amp; Co., Agents.

Hongkong, May 18, 1887. 942

## NOW READY.

PRICE, \$1.00.

## COMPARATIVE CHINESE FAMILY LAW

By E. H. PARKER.

Can be obtained from KELLY & WALES at Shanghai and Hongkong, at LAVER & CO., Hongkong, and at the *China Mail Office*.

## Mails.

## NOTICE.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## -PAQUEBOTS POSTE FRANÇAIS.

## STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ,

PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS.

MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; ALSO

LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

ON THURSDAY, the 26th of May, 1887, at Noon, the Company's S.S. **SAGHAIEN**, Commandant **HONORAT**, with MAILS, PASSENGERS, SPECIES, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 26th May, 1887. Parcels are not to be sent on board; they must be left at the Agency's Office.

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, May 13, 1887. 905

## Occidental &amp; Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS,  
AND  
ATLANTIC & OTHER CONNECTING  
STEAMERS.

THE Steamship **SAN PABLO** will be despatched for San Francisco, via Yokohama, on THURSDAY, the 2nd proximo, at 3 p.m.

Connection being made at Yokohama with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

RETURN PASSENGERS.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (on the same route) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 55a, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, May 14, 1887. 914

## NOW READY.

## THE REVENUE OF CHINA.

A SERIES OF ARTICLES,

Reprinted from 'The China Mail.'

WITH AN APPENDIX.

THIS PAMPHLET is Now Ready, and may be had at the

Office of this Paper, Messrs. LANE, CRAWFORD & Co.'s, Messrs. KELLY & WALES, and Mr. W. W. BREWER'S.

Price, 50 CENTS.

Mr. Andrew Wind,

News Agent, &amp;c.

21, PARK ROW, NEW YORK; is authorized to receive Subscriptions, Advertisements, &c., for the *China Mail*, *Overland China Mail*, and *China Review*.

## Mails.

## NORDDEUTSCHER LLOYD.

## NOTICE.

## STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA,

ANTWERP, BREMEN &amp; HAMBURG, PORTS IN THE LEVANT, BLACK SEA &amp; BALTIC PORTS;

LONDON, NEW YORK, ROSTON, BALTIMORE, NEW ORLEANS, GALVESTON &amp; SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON THURSDAY, the 9th day of June, 1887, at 4 p.m., the Company's Steamship **SACHSEN**, Captain **TABERZ**, with MAILS, PASSENGERS, SPECIES, and CARGO, will leave this port as above, calling at Genoa.

Shipping Orders will be granted until Noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 8th June. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stowaways.

For further Particulars, apply to

MELOERS &amp; Co., Agents.

Hongkong, May 14, 1887. 916

## STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID,

MALTA, MARSEILLES, GIBRALTAR, BRINDISI, ANCONA, VENICE,

ALSO, BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship **ROSSETTA**, Captain **BRADY**, with Her Majesty's Mails, will be despatched from this Port for LONDON direct, via SUEZ CANAL and usual Ports of Call, on THURSDAY, 2nd June, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office until Noon on the day of sailing.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, HONGKONG.

The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

This Steamer calls at MARSEILLES.

E. L. WOODIN, Acting Superintendent.

Hongkong, May 21, 1887. 967

## FOR SALE.

## A COMPLETE REPRINT, in Pamphlet Form, of the proceedings in the RECENT LANE CASE.

REGINA V. PITMAN,

containing the whole of the Proceedings at the Police Court, full report of the trial in Criminal Sessions, with connected Correspondence and comments of the Press.

To which is now added a Report of the Case of

PITMAN V. KESWICK AND OTHERS.

Price per Copy, 50 CENTS.

China Mail Office.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at

Grass Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the

Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.

2. From Gas Works to Jardine's Wharf.

3. From Jardine's Wharf to the Harbour Master's Office.

4. From Harbour Master's Office to the P. and O. Co.'s Office.

5. From P. and O. Co.'s Office to Peddar's Wharf.

6. From Peddar's Wharf to the Naval Yard.

Section.

7. From Naval Yard to Blue Buildings.

8. From Blue Buildings to East Point.

9. From Kowloon Island to North Point.

10. Kowloon Wharves.

11. Jardine's Wharf.

Section.

1. From Naval Yard to Blue Buildings.

2. From Blue Buildings to East Point.

3. From Kowloon Island to North Point.

4. From Kowloon Wharves.

5. From Jardine's Wharf.

6. From Naval Yard to Blue Buildings.

7. From Blue Buildings to East Point.

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78. From Kowloon Island to North Point.

79. From Kowloon Wharves.

80. From Jardine's Wharf.

## SHIPPING IN CHINA, JAPAN, PHILIPPINES, AND SIAM WATERS.

## WHAMPOA.

## Vessel's Name, Flag &amp; Rig, Destination.

Ningpo Brit. str. Shanghai

Oopack Brit. str.

## AMOY.

In port on May 17, 1887.

## MERCHANT STEAMERS.

Formosa British

Lee Sang British

Thales British

## MERCHANT SAILING VESSELS.

Daniel Ger. bje.

Hilda Brit. bje.

Kaisow Brit. bje.

Niederhof Ger. sh.

Satauma Brit. bje.

Sin Kolga Brit. bje.

Solidor Ger. bje.

Walter-Stiedrich Brit. bje.

## FOOCHOW.

In port on May 14, 1887.

## MERCHANT STEAMERS.

Glengarry British

Kaisow British

Nanning British

Wells German

## MERCHANT SAILING VESSELS.

G. H. Wappa Brit. bje.

Wagrien Amer. sh.

## SHANGHAI.

In port on May 13, 1887.

## MERCHANT STEAMERS.

Activa German

Amoy British

Cambodia British

Chintung Chinese

Decan British London

Ingeborg British

Kiang-tung Chinese

Kiang-yü Chinese

Rosetta British

Saghalien French

Store Nordla Danish

Ulysses British

Wachang British

Yehsin Chinese

Yorikomo Maru Japanese

Yuen Wo British

Yung-ning Chinese Hankow, &amp;c.

## MERCHANT SAILING VESSELS.

Autelope Amer. sh.

Erkonig Ger. bje.

F. C. Sieben Ger. bje.

Hagoromo Amer. sh.

L. Burill Brit. sh.

Omaga Brit. bje.

Sofed Spap. sh.

## NAGASAKI.

In port on May 4, 1887.